

Application Number	17/1757/FUL	Agenda Item	
Date Received	11th October 2017	Officer	Charlotte Burton
Target Date	10th January 2018		
Ward	Cherry Hinton		
Site	283 Queen Ediths Way Cambridge CB1 9NH		
Proposal	Residential development comprising 6no 2xbed and 4no 1xbed units with access, car and cycle parking and associated landscaping following demolition of existing dwelling.		
Applicant	Archstone Partners Ltd		

SUMMARY	The development accords with the Development Plan for the following reasons: The proposal would provide 10 no. housing units in a sustainable location. The units would not have a significant adverse impact on the residential amenity of the neighbouring properties, and the units would provide good level of amenity for the future occupants. The proposed buildings respond to the residential character of the area and the landscaping scheme retains the verdant character of the junction. The proposal would not result in significant highway safety concerns.
RECOMMENDATION	APPROVAL

1.0 SITE DESCRIPTION/AREA CONTEXT

- 1.1 No. 283 Queen Edith's Way occupies the south western corner of the junction with Cherry Hinton Road. Itburto1 currently consists of a bungalow within a large plot. There is mature

hedge planting on the south eastern and northern boundaries adjacent to a generous highway verge which includes tree planting. There is a vehicle access onto Queen Edith's Way which drops down into the site which is at a lower ground level to the highway. There is a secondary vehicle access at the rear of the plot. The garden slopes down towards the rear.

- 1.2 The site forms part of the residential character of Queen Edith's Way, which is characterised by detached properties predominantly dating from the first half of the C20th. To the north-west and backing onto the rear garden is the Church of Jesus Christ of the Latter-Day Saints which is a contemporary church within an open landscaped setting. To the north-east on the opposite corner of the junction is the Robin Hood Public House. The north-west and south-east corners of the junction have a verdant and rural character formed by the 'Giant's Grave' pond and the Limekiln Close Local Nature Reserve respectively.
- 1.3 The site is outside the conservation area and there are no designated heritage assets affected. The Limekiln Close Nature Reserve opposite the site is within the Green Belt. There are no protected trees on the site. The site is outside the controlled parking zone. There are no other relevant site constraints.

2.0 THE PROPOSAL

- 2.1 The proposal is for residential development comprising 6 x 2-bed and 4 x 1-bed units with access, car and cycle parking and associated landscaping following demolition of existing dwelling. The units would be arranged within four linked blocks with pitched roofs and inset balconies. The materials would be brick with timber cladding and glass bricks.
- 2.2 During the course of the application, two units within the second-floor of the two westernmost blocks were removed, which is reflected in the amended description of development above. This reduced the height of these blocks from two-and-a-half storeys to two storeys. The two easternmost blocks would be two-and-a-half storeys. The two second floor units were changed to studios.
- 2.3 Vehicle access would be from Cherry Hinton Road in the approximate location of the existing secondary access. A

pedestrian and cycle entrance would be provided from Queen Edith's Way in place of the existing main entrance. 6 no. car parking spaces would be provided. 16 no cycle parking spaces and a communal bin store would be provided within a central store.

- 2.4 The landscaping scheme includes nine new trees within the application site, as well as boundary hedge planting. Informal communal open space would be provided at the rear of the building.

3.0 SITE HISTORY

- 3.1 There is no relevant planning history.

4.0 PUBLICITY

- | | | |
|-----|------------------------|-----|
| 4.1 | Advertisement: | Yes |
| | Adjoining Owners: | Yes |
| | Site Notice Displayed: | Yes |

5.0 POLICY

- 5.1 See Appendix 1 for full details of Central Government Guidance, Cambridge Local Plan 2006 policies, Supplementary Planning Documents and Material Considerations.

- 5.2 Relevant Development Plan policies

PLAN		POLICY NUMBER
Cambridge Plan 2006	Local	3/1 3/4 3/7 3/11 3/12
		4/4 4/13
		5/1 5/5 5/10 5/11
		8/2 8/6 8/10
		10/1

5.3 Relevant Central Government Guidance, Supplementary Planning Documents and Material Considerations

Central Government Guidance	National Planning Policy Framework March 2012 National Planning Policy Framework – Planning Practice Guidance March 2014 Circular 11/95 (Annex A)
Supplementary Planning Guidance	Sustainable Design and Construction (May 2007) Cambridgeshire and Peterborough Waste Partnership (RECAP): Waste Management Design Guide Supplementary Planning Document (February 2012) Affordable Housing (January 2008) Planning Obligation Strategy (March 2010)
Material Considerations	<u>City Wide Guidance</u> Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (March 2001). Cambridge Landscape and Character Assessment (2003) Cambridge City Nature Conservation Strategy (2006) Cambridge City Wildlife Sites Register (2005) Cambridge and South Cambridgeshire Strategic Flood Risk Assessment (November 2010) Strategic Flood Risk Assessment (2005)

	Cambridge and Milton Surface Water Management Plan (2011)
	Cambridge City Council (2011) - Open Space and Recreation Strategy
	Cambridgeshire Quality Charter for Growth (2008)
	Cycle Parking Guide for New Residential Developments (2010)
	Air Quality in Cambridge – Developers Guide (2008)

5.4 Status of Proposed Submission – Cambridge Local Plan

Planning applications should be determined in accordance with policies in the adopted Development Plan and advice set out in the NPPF. However, after consideration of adopted plans and the NPPF, policies in emerging plans can also be given some weight when determining applications. For Cambridge, therefore, the emerging revised Local Plan as published for consultation on 19 July 2013 can be taken into account, especially those policies where there are no or limited objections to it. However it is likely, in the vast majority of instances, that the adopted development plan and the NPPF will have considerably more weight than emerging policies in the revised Local Plan.

For the application considered in this report, the following policies in the emerging Local Plan are of relevance:

6.0 CONSULTATIONS

- 6.1 The below responses are a summary of the comments that have been received. Full details of the consultation responses can be inspected on the application file.

Cambridgeshire County Council (Highways Development Management)

Initial comment 19.10.17

6.2 Objection.

The proposal seeks to justify a level of car parking provision within the site in line with Local Plan Parking Policy, which gives maximum levels of provision based upon size of dwelling unit and location.

The streets in the vicinity provide uncontrolled parking, and whilst the transport assessment argues that the narrowness of the street and the presence of an on-carriageway cycle lane will deter parking, I do not consider that this is sufficient reassurance and residents or visitors may still stop outside the development.

The proximity, on both frontages to the signal controlled junction of Cherry Hinton Road/Fulbourn Road/Queen Edith's Way/High Street Cherry Hinton and the heavy flows (including high proportions of cyclists) would mean that an obstruction at this point would severely disrupt traffic flows and endanger cyclists as they seek to pass the obstruction.

Whilst the proposal intensifies the use of an access in close proximity to the junction, the provision for vehicles to turn within the site to enter and leave in forward gear is considered adequate to minimise disruption in use of the access provided that adequate parking provision is made.

Failure to do so may encourage additional vehicles to park within the site, preventing manoeuvring within the site, with an unacceptable impact upon highway safety, reinforcing the highways concerns voiced above.

The submitted plans show an area marked 'Deep highways verge'. This area is not entirely highway maintainable at the public expense and the applicant should verify that they, or the Highway Authority, control sufficient land to form an access to the public highway as shown, including vehicle-to-vehicle visibility splays

Comment 09.04.2017

- 6.3 The installation of double yellow lines around the junction radius along the frontage of the site would overcome objection to parking provision. This would need to be secured through a pre-commencement condition.

Environmental Health

- 6.4 No objection subject to conditions and accompanying informatives for:
- construction hours
 - collection during construction
 - construction/demolition noise/vibration & piling condition and informatives
 - piling
 - dust condition and informatives
 - contamination conditions and informatives
 - Noise Insulation Scheme condition and informatives
 - Ventilation Scheme
 - Artificial Lighting
 - Asbestos informative
 - Housing Health & Safety Rating System Informative

Urban Design and Conservation Team

Comment on initial scheme 08.10.18

- 6.5 No objection subject to condition for materials details.

- *Response to context*

The overall approach to break up the form of the development into four gable fronted buildings with recessed linking elements is supported, as it allows the proposal to respond to key contextual and placemaking factors. The contemporary gable forms reinforce the residential grain of the area and respond to the more suburban character of the context, whilst still providing a strong, articulated frontage onto Cherry Hinton Road.

- *Movement and access*

The proposal adequately accommodates the functional requirements of the development, by providing a centrally located and secure cycle store within the footprint of the

building. 18 spaces have been provided, which conforms to Local Plan standards of 1 space per bedroom. Confirmation needs to be provided that this store is lockable and that Sheffield stands are proposed. Visitor cycle parking is well located to entrances. Refuse collection arrangements should be confirmed.

- *Scale and massing*

The overall scale of the proposal at 2.5 storeys sits comfortably within the largely residential context. The massing of the scheme has been broken into 4 well-proportioned gable fronted elements, with recessed linking elements. This creates a good vertical rhythm and presents a confident frontage onto Cherry Hinton Road. The scale and massing is supported.

- *Elevations and Materials*

The overall approach to the elevations is supported in design terms. The scheme responds to the suburban characteristics of the area by incorporating pitched roofs and gable features in a contemporary way.

Recommend minor changes:

- Remove patio door access to space adjacent to eastern elevation and reconfigure landscape
- Use of a warmer-slightly pink, multi toned brick instead of buff.

Comment on revised plans 22.02.18

- 6.6 No objection. Recommendations above have been incorporated and brick selection can be addressed through condition.

Senior Sustainability Officer (Design and Construction)

Initial comment

- 6.7 Sustainability Statement and Checklist, and Energy Statement need to be submitted.

Comment on information submitted

- 6.8 Acceptable subject to condition for roof plant showing the layout of photovoltaic panels, standard energy condition and standard water efficiency condition. Use of Mechanical Ventilation with Heat Recovery (MVHR) is supported from an indoor air quality perspective. Recommend the system is specified with a summer bypass mode to ensure that it does not inadvertently contribute to unwanted internal heat gains in the summer and shoulder months.

Head of Streets and Open Spaces (Tree Team)

Initial comment

- 6.9 Removal of trees supported subject to suitable replacement planting. Objection on the following grounds:
- The planting strip adjacent to the car parking is only 1m deep and insufficient to accommodate any trees of suitable stature even though the above ground constraints are limited along this boundary.
 - Adjacent to the northernmost units there is limited space below ground because of the path layout and very limited space above ground because of the building elevations.
 - Within the current layout I would suggest that there is only space for a couple of medium sized trees but as these would be to south of the buildings, I would anticipate future pressure for heavy pruning/removal as the tree matured.

Comment on revised landscape strategy

- 6.10 No objection to the replacement planting subject to comments from Landscape Officer regarding replacement planting along car park boundary.

Head of Streets and Open Spaces (Landscape Team)

Initial comment 02.11.17

- 6.11 Support the proposal in principle subject to hard and soft landscaping scheme, boundary details and a maintenance plan.

The proposed site plan identifies trees G01 and T07 to be retained along the eastern boundary between the car park and the neighbouring land. This boundary is an important green edge which benefits from tree and shrub planting, however, there is little value in retaining the Cypress and paired Ash trees. Both will likely create a nuisance as they continue to mature. Recommend the removal of both G01 and T07 and adequate replacement tree planting proposed. Replacement planting, in order to act as a green edge, should be semi-mature with a minimum girth of 16-18cm. A minimum of 3 trees should populate this edge and ideally, of 2 or more species to retain the diverse look of the surrounding landscape.

Comment on revised plans 21.03.18

6.12 No objection subject to conditions listed above.

Head of Streets and Open Spaces (Walking and Cycling Officer)

6.13 No comments received.

Refuse and Recycling

6.14 No comments received.

Cambridgeshire County Council (Flood and Water Management)

6.15 No objection subject to surface water drainage scheme condition.

Head of Streets and Open Spaces (Sustainable Drainage Officer)

6.16 No objection subject to condition for surface water drainage strategy.

Head of Streets and Open Spaces (Nature Conservation Officer)

Initial comment 20.10.18

- 6.17 Given the sites proximity to the Cherry Hinton Chalk Pits Local Nature Reserves and SSSI, Cherry Hinton Hall Park and Cherry Hinton Brook, all of which provide foraging opportunities for bat species, an assessment of the existing building/s for bat roost potential is required.

Comment on ecology survey

- 6.18 No objection. The building has no features suitable for roosting bats.

Environment Agency

- 6.19 The application falls within Flood Risk Standing Advice.

All surface water from roofs shall be piped direct to an approved surface water system using sealed downpipes. Open gullies should not be used. The water environment is potentially vulnerable and there is an increased potential for pollution from inappropriately located and/or designed infiltration (SuDS). Only clean, uncontaminated surface water should be discharged to any soakaway, watercourse or surface water sewer.

The applicant must ensure that there is no discharge of effluent from the site to any watercourse or surface water drain or sewer. Surface water from roads and impermeable vehicle parking areas shall be discharged via trapped gullies. Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from lorry parks and/or parking areas for fifty car park spaces or more and hardstandings should be passed through an oil interceptor designed compatible with the site being drained. Roof water shall not pass through the interceptor.

Site operators should ensure that there is no possibility of contaminated water entering and polluting surface or underground waters. If during development, contamination not previously identified is found to be present at the site then no

further development shall be carried out until the developer has implemented a remediation strategy.

Anglian Water

- 6.20 The site is in the catchment of Cambridge Water Recycling Centre which currently does not have the capacity available to treat the flows from your development site. Anglian Water are obligated to accept the foul flows from the development, therefore would take the necessary steps to ensure that there is sufficient treatment capacity.

The surface water strategy/flood risk assessment submitted with the planning application relevant to Anglian Water is unacceptable. No evidence has been provided to show that the surface water hierarchy has been followed.

Recommend conditions for foul water strategy and surface water management strategy.

Cambridgeshire Constabulary (Architectural Liaison Officer)

- 6.21 The area is within an area of low vulnerability to crime. There is no mention of Crime Prevention/Security within the Design and Access statement. This office would be happy to discuss Secured by Design and measures to reduce the vulnerability to crime and the fear of crime with the applicant as the application progresses.

Developer Contributions Monitoring Unit (DCMU)

Comment on revised proposal

- 6.22 National Planning Practice Guidance Paragraph 031 ID: 23b-031-20160519 sets out specific circumstances where contributions for affordable housing and tariff style planning obligations (section 106 planning obligations) should not be sought from small scale and self-build development. The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floor space of no more than 1000sqm. The proposal represents a small scale development and as such no tariff style planning obligation is considered necessary.

7.0 REPRESENTATIONS

7.1 The owners/occupiers of the following addresses have made representations objecting to the proposal:

- 15 Almoner's Avenue
- Broad Reach, Fields Way
- 118 Queen Edith's Way
- 137 Queen Edith's Way
- 209 Queen Edith's Way
- 222 Queen Edith's Way
- 223 Queen Edith's Way
- 258 Queen Edith's Way
- 266 Queen Edith's Way
- 277 Queen Edith's Way
- 279 Queen Edith's Way
- 281 Queen Edith's Way
- 11 Glenacre Close
- 29 Greystoke Road
- 39 Greystoke Road
- 53 Greystoke Road
- 67 Greystoke Road
- 42 Ventress Farm Court

7.2 The representations can be summarised as follows:

Principle of development / Housing mix

- Over-development
- Unsuitable site
- Unstructured and uncoordinated densification of neighbourhoods
- The area does not need further filling with higher density housing
- Flats unlikely to be occupied by long-term Cambridge residents who need family homes
- Inappropriate typology for the largely house-based area
- Lack of affordable housing
- Loss of family housing

Response to context

- Density out of character with the area and the pattern of development
- Flats change the character of the area
- Frontage blocks are out of character
- The blocks 3 and 4 turn their back on the Queen Edith's Way frontage
- Blank walls, and tile and timber cladding out of character
- Trees should remain to screen the building
- Increase in hard standing in place of gardens which are usually well-kept by families
- The revised plans do not overcome previous concerns

Amenity of future occupants

- Cramped units for future occupants
- Lack of natural light in proposed units
- Ventilation system required for the units
- Lack of private green spaces for future occupants
- No space for children to play
- Nearby Chalk Pit is unreasonable alternative green space
- Noise insulation required between flats due to density

Impact of amenity of neighbouring properties

- Overshadowing neighbouring properties
- Cumulative overlooking from windows and balconies towards neighbouring windows and garden resulting in significant loss of privacy
- Overbearing and oppressive impact from the continuous unrelenting wall of buildings along the length of the garden of No. 281
- Noise and disturbance from comings and goings in close proximity to No. 281
- Impact of cramped units on existing residents
- Impact on traffic and pollution at busy junction
- Increased noise from traffic due to access
- The revised plans do not overcome previous concerns

Highways impact

- Inadequate car parking provision
- Risk to cyclists from new access crossing cycle route
- Access would hinder the ambulance route along Queen Edith's Way
- Inadequate assessment of impact on traffic
- Traffic from delivery vehicles and services
- Impact of parking near to junction
- Overflow car parking using residents' spaces on Fulbourn Road layby
- Likely to result in parking blocking the footpaths endangering pedestrians
- Inaccuracies in Transport Statement
- Travel pack is inaccurate
- Nearby watercourse and pond opposite the site as well as natural springs in the area
- Impact of loss of trees on pollution and noise pollution from the road
- Precedence for further redevelopment of family homes
- Redevelopment should only consider one or two family homes
- No mention of provision for motor bikes
- Future occupants are unlikely to be car-free
- Turning circles are required of the loading/unloading space available
- Likely to have vehicles reversing onto Cherry Hinton Road
- Inadequate car parking spaces leading to rows between occupiers which could adversely affect neighbours
- Inadequate cycle parking numbers and security

Landscape, trees and biodiversity

- Removal of trees
- Loss of large cherry tree
- Green spaces should be protected
- Impact of loss of garden on wildlife on nearby nature reserve
- Impact on bats on No.283
- Proposed planting should screen building and add to local biodiversity, complementing the Giant's Grave and the local nature reserve
- Responsibility for landscape maintenance

Other matters

- Flats lead to empty streets as people are out to work, making the area more open to anti-social behaviour and petty crime
- Developer profit
- Inadequate photo-realisations
- Pressure on main sewerage drains
- No discussion of fire protection for the flats
- Inadequate public consultation and publicity on the application

7.3 Councillor Page-Croft has called in the planning application on the grounds:

- Inadequate car parking resulting in more on-street car parking
- Absurd massing within close proximity to junction

7.4 The above representations are a summary of the comments that have been received. Full details of the representations can be inspected on the application file.

8.0 ASSESSMENT

8.1 From the consultation responses and representations received and from my inspection of the site and the surroundings, I consider that the main issues are:

1. Principle of development
2. Housing mix / Affordable Housing
3. Context of site, design and external spaces
4. Disabled access
5. Residential amenity
6. Renewable energy and sustainability
7. Refuse arrangements
8. Highway safety
9. Car and cycle parking
10. Third party representations
11. Planning Obligations (s106 Agreement)

Principle of Development

- 8.2 The demolition of the existing building would be permitted development under Class B, Part 11, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), subject to prior approval from the local planning authority as to the method of demolition and any proposed restoration of the site. Thus, the principle of demolition cannot be resisted and therefore is acceptable in principle.
- 8.3 Policy 5/1 of the Cambridge Local Plan (2006) supports residential development on windfall sites, subject to the existing land use and compatibility with adjoining uses. The site is already in residential use and is situated within an established residential area, and therefore I consider that additional dwelling units on this site could be supported. The principle of development is therefore acceptable.

Housing Mix / Affordable Housing

- 8.4 The proposal is for 10 units and the site area is 0.20ha. Thus the proposal does not trigger the requirements for affordable housing contributions under Cambridge Local Plan (2006) policies 5/5, 10/1 and the Affordable Housing SPD (2008).
- 8.5 The proposed mix provides both 1 and 2-bed flats which are suitable for a range of occupiers, including individuals, couples, small families or small house-shares. Third parties have raised concerns about the dwelling mix, however policy 5/10 which relates to housing mix applies only to sites of 0.5 ha or more, or to proposals for 15 dwellings or more. Therefore, there is no policy requirement to provide a mix of housing on the site and the proposed mix is acceptable.

Context of site, design and external spaces

Response to context

- 8.6 The site has frontages onto Queen Edith's Way and Cherry Hinton Road, and given its location on a busy junction, the site forms part of a significant gateway into the city along Cherry Hinton Road. The existing dense evergreen hedge and tree planting within the site contributes to the verdant character of

the junction, along with the grass verge and tree planting in front of the site, and the Giant's Grave and the nature reserve on the opposite corners.

- 8.7 The character along Queen Edith's Way is for detached properties dating predominantly from the first half of the C20th and have varying styles, and has a residential character. Cherry Hinton Road has a more varied character, predominantly residential with some larger flatted developments (Ventress Farm Court). However, the site does not form part of a built up frontage along Cherry Hinton Road as it is separated from development further west by the openness of the church site.

- *Layout*

- 8.8 The buildings have been orientated to front onto Cherry Hinton Road. Due to the wide verge in front of the site, the easternmost blocks would be set back from the junction with space for new tree planting in front, as described below. The elements of the building are staggered to respond to the line of the road. The existing dwelling on the site does not front onto Cherry Hinton Road, however as this is the longest axis through the site, in my opinion it is appropriate that the new building fronts in this direction. The building turns its side onto Queen Edith's Way and respects the established building line along the street, allowing space for landscaping. The site layout allows an appropriate separation and gap between the proposal and the adjacent 281 Queen Edith Way.

- *Movement and access*

- 8.9 The site has a single point of vehicle access from Cherry Hinton Road, with pedestrian access from the parking area and a secondary access from Queen Edith's Way. This provides good connections to cycle and pedestrian networks along both frontages. Connections within the site are to the rear of the building in order to maintain a verdant frontage. This provides access to the two cores of the building serving the westernmost and easternmost paired blocks respectively. Cycle parking for residents has been conveniently located in a central store, and the bin storage has been split into two stores, one for each pair of blocks. Visitor cycle parking is well located to entrances.

- *Scale and massing*

8.10 The massing of the scheme has been broken into 4 well-proportioned gable fronted elements, with recessed linking elements. This creates a good vertical rhythm and presents a confident frontage onto Cherry Hinton Road. The building has been reduced in scale to two storeys on the western end, rising to two-and-a-half storeys on the junction end. The scale is appropriate given the slope of the land and the rooms in the roof. The lower development softens the visual impact of the proposal in long views looking eastwards along Cherry Hinton Road. The overall scale of the proposal sits comfortably within the largely residential context.

- *Open Space and Landscape*

8.11 The proposal includes the removal of the existing trees and hedges on the site (with the exception of two trees along the north western boundary proposed to be retained) and a replacement landscaping scheme. The loss of the existing trees is supported by the Landscape and Tree officers, subject to suitable replacement planting. The Landscape and Tree officers have recommended the removal of the existing Cypress and paired Ash specimens along the north western boundary, which are of little value and likely to create a nuisance as they continue to mature. Suitable replacement tree planting would include a minimum of three semi-mature trees of two or more species. This can be secured through the recommended landscape condition.

8.12 The proposal includes nine new trees planted within the site, comprising 4 no. Birch trees along the south western boundary and 5 no. Maple on the Queen Edith's Way and Cherry Hinton Road frontages. The Landscape and Tree officers support the replacement trees. The Birches along the boundary with No. 289 would provide deciduous screening without being oppressive on the neighbouring garden. The Maples along Cherry Hinton Road would form part of a layered buffer alongside the existing trees within the verge and the proposed boundary hedge. In my opinion this would retain the verdant character of the site and the contribution this makes to the junction.

8.13 Within the site, the landscaping scheme would provide communal open space towards the rear of the building laid out with footpaths to provide access to the communal entrances and small seating areas surrounded by soft planted beds. This would provide informal amenity space which would enhance the amenity of the future occupants, but would be inappropriate for recreational uses which would impact on the neighbouring property. The amenity of the occupants of the ground floor units would be protected by buffer planting around the patio areas. The area in front of the building behind the boundary hedge would be laid out as a simple grassed area with shrub planting which is appropriate to the frontage. Maintenance of these areas would be secured through the landscaping condition including a management and maintenance plan.

- *Elevations and Materials*

8.14 The scheme incorporates pitched roofs and gable features which would respond to the suburban characteristics of the area in a contemporary way. Brick provides a solid base to the scheme with timber cladding and clay tile hung features providing interest at upper floors. Timber cladding provides texture and warmth to the inset private balconies and softens the rear elevations facing towards the neighbouring property. The Urban Design team recommends a warmer slightly pink, multi-toned brick instead of buff brick, which can be secured through conditions.

8.15 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/4, 3/7, 3/11, 3/12.

Disabled Access

8.16 The proposal includes four ground floor units. The upper floor units are not accessible for people with impaired mobility, however there is no policy requirement for all units to be accessible. The proposal includes one disabled car parking space.

8.17 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Residential Amenity

Impact on amenity of neighbouring occupiers

8.18 The neighbouring properties are No. 281 and No. 279. I have assessed the impact on these properties and the wider area.

- *Nos. 281 – 279*

8.19 No. 281 is a detached two storey property with a rear garden. The owner/occupier of this property has objected to the proposal and I have visited this neighbour. There are ground floor kitchen and study windows on the side elevation facing towards the application site, and first floor bedroom, bathroom and landing windows. A garage projects forward with windows on the side elevation. There is a raised patio at the back of the property before the garden slopes towards the rear of the site. The ground level is also slightly lower than the application site. There are mature trees within the garden including evergreens.

8.20 The easternmost two blocks would be in line with the No. 281 and would be between 9-11m from the shared boundary. These blocks would be two-and-a-half storeys. There would be landscaped areas to provide a buffer. I am satisfied that the visual impact on views from the kitchen, bedroom and study windows would not be significantly overbearing and would not harm residential amenity as a result. The revised plans have re-orientated these blocks so that there would be no balconies on the rear elevations facing towards No. 281. Inset windows would prevent direct views from the bedrooms. As a result, there would be no direct views into habitable rooms.

8.21 The westernmost two blocks are staggered closer to the boundary between 5.5-7.5m. This aligns with the middle section of the neighbouring garden. The reduced height of these blocks to two storeys alleviated the overbearing impact on the garden. The substantial set back of the link element between these blocks and the low height of the cycle/bin store link means that the proposal would not present a continuous 'wall' of building to the neighbouring garden. The massing of the rear elevations would be further broken up by the inset areas and the use of timber to soften the appearance of the building. Again, the two trees proposed along the boundary

would provide some buffering and there would be no significant loss of privacy due to the inset windows.

8.22 The owner/occupier of No. 281 has raised concerns about the impact of noise and disturbance from comings and goings within the communal area at the rear. I accept that the increased intensity of use of the site would generate additional noise. However, the greatest impact would be on the rearmost part of the garden due to the maneuvering within the car park and where the footpath is closest to the boundary. This is a less sensitive part of the garden, nonetheless the proposed two trees planted along the boundary would provide some buffer. The part of the site closest has a larger area of landscape buffer which is informally laid out with planting so would not be used for loud recreation. The site is within a relatively noisy environment close to the busy junction, and in my opinion, for the reasons given, the proposal would not result in significant harm to the residential amenity of the occupants of No. 281 in this regard.

8.23 Due to the separation distance to No.287, I am satisfied that the proposal would not have a significant impact on this property in terms of overbearing, and there would be no overlooking. The site is to the north east of these properties, so would not overshadow its neighbours.

- *Wider area*

8.24 Third parties have raised concerns about the impact of additional demand for on-street car parking arising from the site which would impact on the residential amenity of occupants of nearby streets. For the reasons I have given in the relevant section below, I am satisfied that the proposed car parking levels comply with the Council's adopted standards. This site is in a sustainable location close to public transport, cycling and walking links along Queen Edith's Way and Cherry Hinton Road, so the future occupants would not be car dependent. The applicant has proposed Travel Plans to be issued to the future occupants to promote sustainable transport modes, and I have recommended a condition to secure this. Moreover, the current pressure for on-street parking within the area would serve to deter the future occupants from car-ownership. For these reasons, in my opinion the proposal would not have a significant impact on the residential amenity of the wider area

and this would not be reasonable grounds to recommend refusal.

- 8.25 Given the size of the plot and the position on the junction, the intensification of the use of the site would not impact on the wider residential area, other than as assessed above the impact on No. 281. The Environmental Health team has recommended conditions to mitigate the impact of construction on the residential amenity of the wider area, and I accept this advice.
- 8.26 In my opinion the proposal adequately respects the residential amenity of its neighbours and the constraints of the site and I consider that it is compliant with Cambridge Local Plan (2006) policies 3/4 and 3/7.

Amenity for future occupiers of the site

- 8.27 The floor spaces for the units are provided in the table below. The Council has no adopted space standards, however the internal accommodation is a Local Plan consideration in terms of providing an acceptable level of amenity for the future occupants. The national Technical Housing Standards (THS) provide guidance on what would be acceptable floor spaces. The occupancy is based on the size of the bedrooms in accordance with the THS. The floor space for units 5, 6, 7 and 8 are approximately 4sqm below the standards. However, in my opinion these units provide a good level of amenity with generous balcony space which significantly enhances the living space.

Unit	Bedrooms	Persons	Floor space (sqm)	THS guidance (sqm)
01	1	2	52.6	50 sqm
02	1	2	52.6	50 sqm
03	2	3	60.1	61
04	2	3	60.1	61
05	2	3	56.8	61
06	2	3	56.8	61
07	2	3	56.8	61
08	2	3	56.8	61
09	Studio	1	39.6	39
10	Studio	1	39.6	39

- 8.28 The ground floor units have patios on the rear elevations and each of the upper floor units have inset balconies on the north-eastern elevations. These are at least 2m deep and provide useable private amenity space. The ground floor patios would be screened with a landscaped buffer to provide privacy. The landscaping scheme also provide some informal communal amenity space. The Cherry Hinton Park is within close proximity to the site and provides a large area of open space for recreation and play areas for children. Onsite play areas would not normally be required for a development of this scale. The nature reserve would also provide an alternative green space nearby, however due to the provision on site and at the park, the occupants would not be dependent on the nature reserve for external amenity space.
- 8.29 The Environmental Health team has assessed the environmental quality of the habitable rooms and the external balcony areas in terms of the noise from traffic and air quality. In terms of the noise levels in noise-sensitive rooms, the Environmental Health team is satisfied that acceptable levels can be achieved through a condition requiring details of a noise insulation scheme including a form of purge ventilation, such as a Mechanical Ventilation with Heat Recovery (MVHR) ventilation system.
- 8.30 In terms of noise levels in external amenity areas, the applicant's noise assessment indicates that the gardens will achieve acceptable noise levels with the exception of the southernmost garden of Plot 04. The Environmental Health team recommends acoustic screening to this garden. The noise levels on balconies facing Cherry Hinton Road are predicted to exceed acceptable levels and the Environmental Health team has advised that acoustically absorbent materials can be fitted to balcony soffits and reveals to limit noise reflections and reduce noise levels experienced. This could be addressed through a noise insulation scheme condition.
- 8.31 There would be some potential inter-looking between windows on the side elevations of units 6 and 7, including between bedrooms, bathrooms and living rooms. These would be oblique but relatively close with only 3.5m between the elevations. Due to the positioning of the windows within the bedrooms, any overlooking is unlikely to result in a significant loss of privacy for the occupants. The side living rooms

windows are secondary as the living rooms are served by large windows onto the balconies, and therefore the occupants could install curtains or blinds to protect their privacy without harming the quality of the internal accommodation. With regard to the bathroom, I have recommended a condition for the bathroom windows of all the units to be obscure glazed.

- 8.32 In my opinion the proposal provides a high-quality living environment and an appropriate standard of residential amenity for future occupiers, and I consider that in this respect it is compliant with Cambridge Local Plan (2006) policies 3/7 and 3/12.

Refuse Arrangements

- 8.33 The communal bin storage would be split between two stores; one would be located within the central link and one within the footprint of the westernmost element. I am satisfied with the capacity of the bin stores and the location would be convenient for the users. A collection area is shown within the hard landscaped area close to the Cherry Hinton Road access. While this dedicated space looks a little small, a larger space could be shown within the detailed landscaping scheme to be secured through condition without impacting on the access. This is in an appropriate location close to the public highway.

- 8.34 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 3/12 in this regard.

Highway Safety

- 8.35 Vehicle access into the site would be at the rear of the site from Cherry Hinton Road. The existing dropped kerb - which appears to be disused - would be widened to provide a larger 5m-wide access with visibility splays provided within the site to allow sight of the footpath, and within the public highway. This would provide access to the 6 no. car parking spaces. The existing vehicle access from Queen Edith's Way would be removed and replaced by a pedestrian entrance. The Highways Authority has raised no objection about the access arrangements on highway safety grounds.

- 8.36 The Highways Authority objected to the car parking provision on the grounds that any demand for on-street parking or

collection/deliveries to the site could result in parking on or within close proximity to the junction, which would have an unacceptable impact on highway safety. They have recommended that this could be overcome through the installation of double yellow lines along the radius of the junction corner. This would be subject to a separate Traffic Regulation Order administered by the Highways Authority. I accept the Highways Authority's advice that this would be acceptable mitigation to overcome their concern. I have recommended a condition for the Traffic Regulation Order to be made prior to commencement of development and for the double yellow lines to be installed prior to occupation, and the Highways Authority supports the wording of the condition.

- 8.37 Therefore, while I acknowledge the concerns that have been raised by third parties with regard to highway safety, I am satisfied with the advice of the Highways Authority that this is acceptable though conditions. Subject to this, in my opinion the proposal is compliant with Cambridge Local Plan (2006) policy 8/2.

Car and Cycle Parking

- *Car parking*

- 8.38 The proposal provides 6 no. car parking spaces for the proposed ten units. This is in accordance with the Council's adopted maximum car parking standards. I have discussed the highway safety issues and residential amenity issues regarding the car parking in the sections above. In my opinion, the car parking levels are policy compliant in-line with the Council's aims to promote sustainable transport modes, and there would be no reasonable planning grounds on which to recommend refusal.

- *Cycle parking*

- 8.39 The proposal includes 16 no. cycle parking spaces within a communal store within the central link. The store does not show stands, however the space would be large enough to provide 8 no. Sheffield hoops in accordance with the Cycle Parking Guide for New Residential Developments SPD. 3 no. visitor cycle parking spaces are provided close to the main entrances to the blocks. I have recommended a condition for

the cycle parking to be provided prior to first occupation of the development.

- 8.40 In my opinion the proposal is compliant with Cambridge Local Plan (2006) policies 8/6 and 8/10.

Ecology

- 8.41 The preliminary bat roost inspection of the existing bungalow identified no potential bat roost features and lacked any evidence of bat presence. The bungalow was considered to be of negligible bat roost potential. This is accepted by the Nature Conservation Officer who supports the proposal. No concerns have been raised by the Nature Conservation Officer with regards to the proximity to the Lime Kiln Nature Reserve.

Surface water drainage

- 8.42 The applicant has demonstrated that surface water can be dealt with on site by using a geocellular attenuation tank and restricting surface water discharge. The applicant proposes to undertake infiltration testing to ascertain whether the local ground conditions are suitable for use with infiltration to inform proposals and design of soakaway features. The Sustainable Drainage Engineer has recommended that a suitable surface water drainage scheme can be secured through conditions.

Renewable energy and sustainability

- 8.43 The Council's target of achieving 10% of the development's energy requirement from renewable sources would be met through a Mechanical Ventilation Heat Recovery (MVHR) system and photovoltaic panels. This will result in an 11.52% reduction in carbon emissions. The applicant's Sustainability Statement also includes achieving targets for water consumption levels of 105 liters/head/day and measures to conserve water. These can be secured through conditions.
- 8.44 In my opinion the applicants have suitably addressed the issue of sustainability and renewable energy and the proposal is in accordance with Cambridge Local Plan (2006) policy 8/16 and the Sustainable Design and Construction SPD 2007.

Third Party Representations

- 8.45 I have addressed the comments regarding the principle of development and housing mix, response to context, amenity of future occupants, impact on the amenity of neighbouring properties, highways impact, landscape, trees and biodiversity in the relevant sections above. I have responded to other matters below.

Representation	Response
Flats lead to empty streets as people are out to work, making the area more open to anti-social behaviour and petty crime	I have no evidence to support this assertion.
Developer profit	This is not a planning matter.
Inadequate photo-realisations	The photo-realisations are a visual aid and do not form part of the plans to be considered. I have assessed the application on the basis of the accurate drawings.
Pressure on main sewerage drains	This is not a planning matter and Anglian Water has recommended a condition for a foul water drainage scheme.
No discussion of fire protection for the flats	This is not a planning matter but would be covered under building control regulations.
Inadequate public consultation and publicity on the application	I am satisfied that the consultation has been undertaken as required.

9.0 CONCLUSION

- 9.1 The proposal would provide additional units on the site. The design responds to the site constraints, in terms of providing a residential frontage onto Cherry Hinton Road, maintaining a landscape buffer along the frontages and providing a good level of amenity for the future occupants. The revisions submitted during the course of the application to reduce the scale of the westernmost buildings have overcome concerns about the relationship with the neighbouring property, in my opinion. The Highways Authority has advised that the installation of double

yellow lines would overcome concerns arising about overspill parking and deliveries on the busy junction. For these reasons, in my opinion the proposal would be acceptable and the recommendation is for approval.

10.0 RECOMMENDATION

APPROVE subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the approved plans as listed on this decision notice.

Reason: In the interests of good planning, for the avoidance of doubt and to facilitate any future application to the Local Planning Authority under Section 73 of the Town and Country Planning Act 1990.

3. Submission of Preliminary Contamination Assessment:

Prior to the commencement of the development (or phase of) or investigations required to assess the contamination of the site, the following information shall be submitted to and approved in writing by the local planning authority:

- (a) Desk study to include:
 - Detailed history of the site uses and surrounding area (including any use of radioactive materials)
 - General environmental setting.
 - Site investigation strategy based on the information identified in the desk study.
- (b) A report setting out what works/clearance of the site (if any) is required in order to effectively carry out site investigations.

Reason: To adequately categorise the site prior to the design of an appropriate investigation strategy in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

4. Submission of site investigation report and remediation strategy:

Prior to the commencement of the development (or phase of) with the exception of works agreed under condition 3 and in accordance with the approved investigation strategy agreed under clause (b) of condition 3, the following shall be submitted to and approved in writing by the local planning authority:

- (a) A site investigation report detailing all works that have been undertaken to determine the nature and extent of any contamination, including the results of the soil, gas and/or water analysis and subsequent risk assessment to any receptors
- (b) A proposed remediation strategy detailing the works required in order to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. The strategy shall include a schedule of the proposed remedial works setting out a timetable for all remedial measures that will be implemented.

Reason: To ensure that any contamination of the site is identified and appropriate remediation measures agreed in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

5. Implementation of remediation.

Prior to the first occupation of the development (or each phase of the development where phased) the remediation strategy approved under clause (b) to condition 4 shall be fully implemented on site following the agreed schedule of works.

Reason: To ensure full mitigation through the agreed remediation measures in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

6. Completion report:

Prior to the first occupation of the development (or phase of) hereby approved the following shall be submitted to, and approved by the local planning authority.

- (a) A completion report demonstrating that the approved remediation scheme as required by condition 4 and implemented under condition 5 has been undertaken and that the land has been remediated to a standard appropriate for the end use.
- (b) Details of any post-remedial sampling and analysis (as defined in the approved material management plan) shall be included in the completion report along with all information concerning materials brought onto, used, and removed from the development. The information provided must demonstrate that the site has met the required clean-up criteria.

Thereafter, no works shall take place within the site such as to prejudice the effectiveness of the approved scheme of remediation.

Reason: To demonstrate that the site is suitable for approved use in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13

7. Material Management Plan:

Prior to importation or reuse of material for the development (or phase of) a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall:

- a) Include details of the volumes and types of material proposed to be imported or reused on site
- b) Include details of the proposed source(s) of the imported or reused material
- c) Include details of the chemical testing for ALL material to be undertaken before placement onto the site.
- d) Include the results of the chemical testing which must show the material is suitable for use on the development

- e) Include confirmation of the chain of evidence to be kept during the materials movement, including material importation, reuse placement and removal from and to the development.

All works will be undertaken in accordance with the approved document.

Reason: To ensure that no unsuitable material is brought onto the site in the interest of environmental and public safety in accordance with Cambridge Local Plan 2006 policy 4/13.

8. Unexpected Contamination:

If unexpected contamination is encountered whilst undertaking the development which has not previously been identified, works shall immediately cease on site until the Local Planning Authority has been notified and the additional contamination has been fully assessed and remediation approved following steps (a) and (b) of condition 4 above. The approved remediation shall then be fully implemented under condition 5.

Reason: To ensure that any unexpected contamination is rendered harmless in the interests of environmental and public safety in accordance with Cambridge Local Plan 2006 Policy 4/13.

- 9. No construction work or demolition work shall be carried out or plant operated other than between the following hours: 0800 hours and 1800 hours on Monday to Friday, 0800 hours and 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2006 policy 4/13).

- 10. There should be no collections from or deliveries to the site during the demolition and construction stages outside the hours of 0800 hours and 1800 hours on Monday to Friday, 0800 hours to 1300 hours on Saturday and at no time on Sundays, Bank or Public Holidays.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2006 policy 4/13).

11. Prior to the commencement of the development hereby approved (including any pre-construction, demolition, enabling works or piling), the applicant shall submit a report in writing, regarding the demolition / construction noise and vibration impact associated with this development, for approval by the local authority. The report shall be in accordance with the provisions of BS 5228:2009 Code of Practice for noise and vibration control on construction and open sites and include full details of any piling and mitigation measures to be taken to protect local residents from noise and or vibration. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy 4/13).

12. In the event of the foundations for the proposed development requiring piling, prior to the development taking place the applicant shall provide the local authority with a report / method statement for approval detailing the type of piling and mitigation measures to be taken to protect local residents from noise and/or vibration. Potential noise and vibration levels at the nearest noise sensitive locations shall be predicted in accordance with the provisions of BS 5228-1&2:2009 Code of Practice for noise and vibration control on construction and open sites. Development shall be carried out in accordance with the approved details.

Due to the proximity of this site to existing residential premises and other noise sensitive premises, impact pile driving is not recommended.

Reason: To protect the amenity of the adjoining properties (Cambridge Local Plan 2006 policy 4/13).

13. No development shall commence until a programme of measures to minimise the spread of airborne dust from the site during the demolition / construction period has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason: To protect the amenity of nearby properties (Cambridge Local Plan 2006 policy4/13).

14. Prior to commencement of development (other than demolition and ground works), a noise insulation / attenuation scheme as appropriate, detailing the acoustic / noise insulation performance specification of the external building envelope of the residential units (having regard to the building fabric, glazing and ventilation provision) and other noise mitigation to reduce the level of noise experienced internally and externally (noise levels within any balconies and other external amenity areas) and to protect future occupiers from external noise levels in the area (predominantly traffic noise from Cherry Hinton Road, Queens Edith's Way and the Cherry Hinton Road / Queens Edith's Way / Fulbourn Road / High Street Junction), shall be submitted to and approved in writing by the local planning authority.

The scheme shall have regard to the internal and external noise levels recommended in British Standard 8233:2014 'Guidance on sound insulation and noise reduction for buildings' and the principles and noise mitigation recommendations detailed in the submitted 'NOISE ASSESSMENT, 283 QUEEN EDITH'S WAY, CAMBRIDGE CB1 9NH, dated 18 September 2017 (Cass Allen: INNO BUILD LTD - RP01-17543)'.

If acceptable internal noise levels can only be achieved with closed windows then alternative means of whole dwelling mechanical and or passive background / purge ventilation should be provided to allow residents to occupy the residential habitable rooms at all times with windows closed.

The scheme as approved shall be fully implemented prior to first occupation of the development and shall be retained thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policy 4/13).

15. Prior to commencement of development (other than demolition and ground works), details of an alternative ventilation scheme for the residential units / habitable rooms to negate / replace the need to open external windows and doors for ventilation purposes (and to address thermal comfort issues), in order to protect future occupiers from external traffic noise shall be submitted to and approved in writing by the local planning authority. The ventilation scheme shall source air from the rear of the development away from Cherry Hinton Road / Queens Edith's Way. The ventilation scheme shall achieve a purge ventilation rate of at least 2 air changes per hour for each habitable room. Full details are also required of the internal operational noise levels of the alternative ventilation system.

The scheme as approved shall be fully implemented prior to first occupation of the development and shall be retained thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policy 4/13).

16. Prior to installation of any external artificial lighting, an external artificial lighting scheme shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting of the site and an artificial lighting impact assessment with predicted lighting levels at proposed and existing residential properties shall be undertaken (horizontal / vertical isolux contour light levels and calculated glare levels). Artificial lighting on and off site must meet the Obtrusive Light Limitations for Exterior Lighting Installations contained within the Institute of Lighting Professionals - Guidance Notes for the Reduction of Obtrusive Light - GN01:2011 (or as superseded), unless otherwise agreed in writing by the local planning authority.

Thereafter, external artificial lighting shall only be implemented in accordance with the agreed scheme.

Reason: In the interests of amenity (Cambridge Local Plan 2006 policies 3/11 and 4/15).

17. No development authorised by this permission shall commence unless and until a Traffic Regulation Order has been made under the provisions of the Road Traffic Regulation Act 1984 for the installation of double yellow lines on Cherry Hinton Road and Queen Edith's Way along the south eastern and north eastern boundaries of the site. The Traffic Regulation Order shall be fully implemented prior to first occupation of the development hereby permitted.

Reason: In order to prevent overspill parking and delivery vehicles associated with the development from impacting on highway safety (Cambridge Local Plan 2006 policy 8/2).

18. No demolition or construction works shall commence on site until a Traffic Management Plan has been submitted to and agreed in writing by the local planning authority. The principle areas of concern that should be addressed are:

- i. Movements and control of muck away lorries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- ii. Contractor parking, for both phases (wherever possible all such parking should be within the curtilage of the site and not on street).
- iii. Movements and control of all deliveries (wherever possible all loading and unloading should be undertaken off the adopted public highway)
- iv. Control of dust, mud and debris, please note it is an offence under the Highways Act 1980 to deposit mud or debris onto the adopted public highway.

Development shall be carried out in accordance with the agreed details thereafter, unless any variation has been agreed in writing by the local planning authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2).

19. Prior to commencement of use of the vehicular access hereby permitted, the access where it crosses the public highway shall be laid out and constructed in accordance with the Cambridgeshire County Council construction specification, or in accordance with alternative details that have been submitted to and agreed in writing by the local planning authority. The access shall be constructed with adequate drainage measures to prevent surface water run-off onto the adjacent public highway. No unbound material shall be used in the surface finish of the driveway within 6 metres of the highway boundary of the site. The access shall be retained as such thereafter.

Reason: In the interests of highway safety and to ensure satisfactory access into the site, and to prevent surface water discharging to the highway (Cambridge Local Plan 2006 policy 8/2).

20. Prior to commencement of use of the vehicle access hereby permitted, the visibility splays, access and manoeuvring areas shall be provided as shown on the approved drawings and retained as such thereafter. The areas within the visibility splays shall be kept clear of all planting, fencing, walls and the like exceeding 600mm high. The access shall be at least 5 metres width for a minimum distance of ten metres from the highway boundary and retained free of obstruction. The manoeuvring areas shall be maintained free of any obstruction that would prevent a domestic vehicle from being able to manoeuvre with ease so it may enter and leave the property in a forward gear.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2).

21. Notwithstanding the provision of Class A of Schedule 2, Part 2 of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking, amending or re-enacting that order) no gates shall be erected across the approved vehicular access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety (Cambridge Local Plan 2006 policy 8/2).

22. No development hereby permitted shall be commenced until a surface water drainage scheme based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. Site-specific soil permeability testing and calculations in accordance with BRE Digest 365 will be required to demonstrate whether infiltration is feasible. If infiltration is not feasible then attenuation storage will be required to restrict the runoff from the site to 2.5l/s. The drainage system should be designed such that there is no surcharging for a 1 in 30 year event and no internal property flooding or flooding of third party land for a 1 in 100 year event + 40% allowance for climate change. The submitted details shall include details of all proposed SuDS features, hydraulic calculations and a management and maintenance plan for the lifetime of the development. The surface water drainage scheme shall be constructed in accordance with the agreed details prior to the occupation of the site, and managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason: In the interests of surface water drainage.

23. Prior to commencement of development (other than demolition), a foul water strategy shall be submitted to and approved in writing by the Local Planning Authority. The works shall be fully implemented in accordance with the approved foul water strategy prior to first occupation of the development, and shall be retained as such thereafter.

Reason: To prevent environmental and amenity problems arising from flooding.

24. Prior to first occupation of the development, renewable energy technologies shall be installed in accordance with the 'Feasibility for Renewable Energy & Low Carbon Technology and 10% Calculations Assessment' letter from Green Heat Ltd dated 23 November 2017 and a plan showing the location of photovoltaic panels which shall be submitted to and approved in writing by the local planning authority prior to installation. The technologies shall thereafter be maintained in accordance with a maintenance programme which shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development. The technologies shall remain fully operational in accordance with the approved maintenance programme.

No review of this requirement on the basis of grid capacity issues can take place unless written evidence from the District Network Operator confirming the detail of grid capacity and its implications has been submitted to, and accepted in writing by, the local planning authority. Any subsequent amendment to the level of renewable technology provided on the site shall be in accordance with a revised scheme submitted to and approved in writing by the local planning authority.

Reason: In the interests of reducing carbon dioxide emissions (Cambridge Local Plan 2006, policy 8/16).

25. Prior to first occupation of the development, a water efficiency specification for each dwelling type, based on the Water Efficiency Calculator Methodology or the Fitting Approach sets out in Part G of the Building Regulations 2010 (2015 edition) shall be submitted to the local planning authority. This shall demonstrate that all dwellings are able to achieve a design standard of water use of no more than 110 litres/person/day. Development shall be carried out in accordance with the agreed details thereafter.

Reason: To ensure that the development makes efficient use of water and promotes the principles of sustainable construction (Cambridge Local Plan 2006 policy 3/1 and Supplementary Planning Document 'Sustainable Design & Construction' 2007).

26. Prior to the commencement of construction of external surfaces, samples of the brick and hung tiles, and details of the brick mortar shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the agreed details thereafter.

Reason: To ensure the development responds positively to the character of the area (Cambridge Local Plan 2006 policies 3/4, 3/4 and 3/12).

27. Prior to the installation of windows, details of the window, glazing type and reveals shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the agreed details and retained as such thereafter.

Reason: To ensure the windows are an appropriate design (Cambridge Local Plan 2006 policies 3/4, 3/7 and 3/12).

28. The windows serving bathrooms or en-suites as shown on the approved plans shall be obscure glazed to a minimum level of obscurity to conform to Pilkington Glass level 3 or equivalent prior to first occupation and shall have restrictors to ensure that the window cannot be opened more than 45 degrees beyond the plane of the adjacent wall, and shall be retained as such thereafter.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 3/4 and 3/12).

29. Prior to first occupation of the development hereby permitted, a hard and soft landscaping scheme shall be implemented in accordance with details that have been submitted to and approved in writing by the Local Planning Authority. These details shall include:
- a) proposed finished levels or contours; means of enclosure; car parking layouts, other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting); proposed and existing functional services above and below ground (e.g. drainage, power, communications cables, pipelines indicating lines, manholes, supports); retained historic landscape features and proposals for restoration, where relevant;
 - b) planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate and an implementation programme;
 - c) a landscape maintenance and management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas;
 - d) boundary treatments indicating the positions, design, materials and type of boundary treatments to be erected.

Development shall be carried out and maintained in accordance with the agreed details. Any trees or plants that, within a period of five years after planting, are removed, die or become in the opinion of the local planning authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the local planning authority gives its written consent to any variation.

Reason: In the interests of visual amenity (Cambridge Local Plan 2006 policies 3/4 and 3/11).

30. Prior to first occupation of the development, the cycle parking for residents and visitors and the bin stores shall be provided in accordance with the approved plans or alternative details that have been submitted to and approved in writing by the local planning authority prior to installation. Thereafter these facilities shall remain in accordance with the agreed details.

Reason: In the interests of residential amenity (Cambridge Local Plan 2006 policies 8/6 and 4/13).

INFORMATIVE: Asbestos containing materials (cement sheeting) may be present at the site. The agent/applicant should ensure that these materials are dismantled and disposed of in the appropriate manner to a licensed disposal site. Further information regarding safety issues can be obtained from the H.S.E.

INFORMATIVE: To satisfy the noise insulation scheme condition for the building envelope as required, the Council expects the scheme to achieve the internal and external noise standards recommended in BS8233:2014 "Sound Insulation and noise reduction for buildings-Code of Practice".

Internal noise standards shall be achieved in habitable rooms with external windows / doors open and closed. Where sound insulation requirements preclude the opening of windows for rapid ventilation and to facilitate thermal comfort, acoustically treated mechanical and or passive free area ventilation provision may also need to be considered within the context of this internal design noise criteria.

Full details / specifications including acoustic performance testing certification to relevant British Standards of the exact windows to be installed and the sound reduction performance / quantities are required. The exact alternative ventilation system details / specifications are also required including schematic layout, calculations of room volumes and extract/intake rates to prove that an acceptable air change rate can be achieved with windows closed. The operational noise of any internal mechanical ventilation system will also need to be assessed and considered to ensure that such noise does not discourage / dissuade use.

For external areas that are used for amenity space, such as balconies, gardens and patios, it is desirable that the external noise level does not exceed 50 dB LAeq,T, with an upper guideline value of 55 dB LAeq,T which would be acceptable in noisier environments. If these levels cannot be achieved then acoustic barriers at ground floor level and or balconies with imperforate screens and acoustically absorptive treatments may be required.

It is recommended that any noise assessment incorporates detailed 3D noise modelling for assessing the acoustic design of the development. The models are used to predict environmental noise propagation in urban environments and allow different noise control measures and layout options to be tested in the model to optimise the design whilst ensuring that an acceptable level of protection against noise is secured.

INFORMATIVE: Demolition/Construction noise/vibration report

The noise and vibration report should include:

- a) An assessment of the significance of the noise impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 1 Annex E - Significance of noise effects. It is recommended that the ABC method detailed in E.3.2 be used unless works are likely to continue longer than a month then the 2-5 dB (A) change method should be used.
- b) An assessment of the significance of the vibration impact due to the demolition/construction works and suitable methods for this are to be found in BS 5228:2009 Part 2 Annex B - Significance of vibration effects.

If piling is to be undertaken then full details of the proposed method to be used is required and this should be included in the noise and vibration reports detailed above.

Following the production of the above reports a monitoring protocol should be proposed for agreement with the Local Planning Authority. It will be expected that as a minimum spot checks to be undertaken on a regular basis at site boundaries nearest noise sensitive premises and longer term monitoring to be undertaken when:-

- Agreed target levels are likely to be exceeded
- Upon the receipt of substantiated complaints
- At the request of the Local Planning Authority / Environmental Health following any justified complaints.

Guidance on noise monitoring is given in BS 5228:2009 Part 1 Section 8.4 - Noise Control Targets and in Annex G - noise monitoring.

A procedure for seeking approval from the Local Planning Authority (LPA) in circumstances when demolition/construction works need to be carried out at time outside the permitted hours. This should incorporate a minimum notice period of 10 working days to the Local Planning Authority and 5 working days to neighbours to allow the Local Planning Authority to consider the application as necessary. For emergencies the Local Planning Authority should be notified but where this is not possible the Council's Out of Hours Noise service should be notified on 0300 303 3839.

Contact details for monitoring personnel, site manager including out of hours emergency telephone number should be provided.

INFORMATIVE: Dust condition informative

To satisfy the condition requiring the submission of a program of measures to control airborne dust above, the applicant should have regard to:

- Council's Supplementary Planning Document - "Sustainable Design and Construction 2007":

<http://www.cambridge.gov.uk/public/docs/sustainable-design-and-construction-spd.pdf>

- Guidance on the assessment of dust from demolition and construction

http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Air Quality Monitoring in the Vicinity of Demolition and Construction Sites 2012

http://www.iaqm.co.uk/wp-content/uploads/guidance/monitoring_construction_sites_2012.pdf

-Control of dust and emissions during construction and demolition - supplementary planning guidance
https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

INFORMATIVE: The site investigation, including relevant soil, soil gas, surface and groundwater sampling should be carried out by a suitably qualified and accredited consultant/contractor in accordance with a quality assured sampling, analysis methodology and relevant guidance. The Council has produced a guidance document to provide information to developers on how to deal with contaminated land. The document, 'Contaminated Land in Cambridge- Developers Guide' can be downloaded from the City Council website on <https://www.cambridge.gov.uk/land-pollution>. Hard copies can also be provided upon request

INFORMATIVE: Approved remediation works shall be carried out in full on site under a quality assurance scheme to demonstrate compliance with the proposed methodology and best practice guidance.

INFORMATIVE: Any material imported into the site shall be tested for a full suite of contaminants including metals and petroleum hydrocarbons prior to importation. Material imported for landscaping should be tested at a frequency of 1 sample every 20m³ or one per lorry load, whichever is greater. Material imported for other purposes can be tested at a lower frequency (justification and prior approval for the adopted rate is required by the Local Authority). If the material originates from a clean source the developer should contact the Environmental Quality Growth Team for further advice.

INFORMATIVE: The Housing Act 2004 introduced the Housing Health & Safety Rating System as a way to ensure that all residential premises provide a safe and healthy environment to any future occupiers or visitors.

Each of the dwellings must be built to ensure that there are no unacceptable hazards for example ensuring adequate fire precautions are installed; all habitable rooms have adequate lighting and floor area etc.

Further information may be found here:

<https://www.cambridge.gov.uk/housing-health-and-safety-rating-system>

INFORMATIVE: This development involves work to the public highway that will require the approval of the County Council as Highway Authority. It is an OFFENCE to carry out any works within the public highway, which includes a public right of way, without the permission of the Highway Authority. Please note that it is the applicant's responsibility to ensure that, in addition to planning permission, any necessary consents or approvals under the Highways Act 1980 and the New Roads and Street Works Act 1991 are also obtained from the County Council.

No part of any structure may overhang or encroach under or upon the public highway unless licensed by the Highway Authority and no gate / door / ground floor window shall open outwards over the public highway.

INFORMATIVE: Public Utility apparatus may be affected by this proposal. Contact the appropriate utility service to reach agreement on any necessary alterations, the cost of which must be borne by the applicant.